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Thu Feb 20, 2014 8:48 pm (PST) . Posted by: [asncalert](#)

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River Notes

Security Issues Hamper Public Opening of Ed P. Reyes River Greenway

By Carren Jao |

February 19, 2014

Squeezed in between a triangular lot surrounded by a parking lot, an industrial building, and the railways of the Gold Line station, Ed P. Reyes River Greenway was completed last October, yet still remains closed off to the public.

Despite rumors that have alleged this project's unavailability to the public might be fallout from political rivalry between Council District 1 councilmember Gil Cedillo and his predecessor Ed Reyes, Deborah Deets from the Bureau of Sanitation's (BOS) Watershed Protection Division adamantly says this isn't true. Deets says the reason the greenway hasn't been open is because of a security issue.

During construction, a major theft of equipment occurred on the one-acre site. Deets deigns to itemize what items eventually were stolen, but says they were high-priced. The incident brought to light that the facility, which was constructed to help clean L.A.'s stormwater runoff, also harbors some crucial equipment that could once again be a victim of similar crimes. Opening the greenway to the public could make it even more vulnerable.

"It's not that we don't want to open it. We're dying to open it," said Deets, "but we just have a feasibility issue." Early in the project, BOS initially had talks with Young Nak Celebration Church, which is a 10-minute walk away from the park, to help maintain the facility, but those arrangements fell through.

Deets explains that the greenway is the first-of-its-kind project for the Bureau of Sanitation, one that has left the agency with a few loose ends to tie up. "Calling the greenway a park is a misnomer," said Deets. "At a park, there are people who can respond to vandals or to reports of illegal activity. The Ed P. Reyes Greenway is a facility and it just happens to be beautifying your neighborhood. The Bureau of Sanitation isn't the Department of Recreation and Parks, we don't have rangers that can help ensure safety and security in the premises."

At Echo Park Lake and Lake Machado in Harbor City, certain elements are under the Department of Recreation and Parks, some are managed by the Bureau. At the Ed P. Reyes Greenway, the plan is that all the responsibility lies on the Bureau's shoulders. The agency has already broached the possibility of sharing responsibility with the Department of Recreation and Parks, but this has been politely declined by the second agency. "The plan is it's all on us," said Deets.

The silver lining in this story is that despite being closed to the public, the facility is up and running. It has been cleaning a 135-acre drainage area since it completed construction October.

"We certainly don't want to keep people out of it," said Deets, "but we just have to balance how we give the community a benefit without losing money." Until then, the Ed P. Reyes Greenway will remain a public good just out of the reach of public hands.

Security Issues Hamper Public Opening of Ed P. Reyes River Greenway

About the Author

Carren is an art, architecture and design writer and an avid explorer of Los Angeles. Her work has been spotted on Core77, Dwell, Surface Asia, and Fast Co.Design. You can find her online and on Twitter.

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2 [Transportation agency to focus attention and dollars on dangerous At](#)

Thu Feb 20, 2014 8:48 pm (PST) . Posted by: [asncaalert](#)

http://www.theeastsiderla.com/2014/02/transportation-agency-to-focus-attention-and-dollars-on-dangerous-atwater-glendale-rail-crossing/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+TheEastsiderLa+%28The+Eastsider+LA%29

There are only a few crossings along the nearly two-mile long border between North Atwater Village and Glendale, which are separated by a busy rail line that runs parallel to San Fernando Road. One of those

railroad crossings at Doran Street and San Fernando Road is actually considered among the potentially most dangerous in the county because of its location near a propane gas facility and a large volume of motor vehicle and train traffic. The Doran Street crossing has been a source of tension for both cities, with the City of Los Angeles resisting attempts by Glendale to close of the crossing for safety reasons. But now there might be a solution in sight. The Los Angeles County Metropolitan Transportation Authority is proposing to spend at least \$40 million to build an overpass as part of a project to separate train and vehicle traffic.

The L.A. Times reports that several options are under consideration:

Build a flyover that spans Doran Street and loops around Commercial Street on the Glendale side of the tracks.

Extend Doran Street on the L.A. side north under the 134 Freeway to connect with Fairmont Avenue, as well as an overpass that would extend from California Street to Exchange and Sperry streets.

Extend Doran Street to Fairmont Avenue beneath the freeway and build an overpass to the Los Angeles side of San Fernando Road between Salem Street and Wilson Avenue.

Extend Doran Street to Fairmont Avenue beneath the freeway and build an overpass between Salem Street and Wilson Avenue that also connects to Brazil Street.

About 90 passenger and freight trains pass through the crossing each day and rail traffic would only increase if a high-speed passenger train begins operating on the same line, according to the MTA.

Construction on the Doran Street crossing is not expected to begin until mid 2016, according to the MTA. But work on several other safety improvement projects further south are nearing completion.

At Brazil Street, new signals and additional lighting are designed to improve traffic and pedestrian safety while a new median is intended to prevent cars from driving around the railroad gates when trains are approaching, according to the City of Glendale. The crossing at Chevy Chase Drive is getting pedestrian sidewalks as well as upgraded traffic signals and railroad gates.

New railroad signals and gates at Brazil Street crossing.

View North Atwater Rail Crossings in a larger map

<https://maps.google.com/maps/ms?msa=0&msid=212739890758118777094.0004f2dc5d5e29fa75383&ie=UTF8&t=m&ll=34.153437,-118.278465&spn=0.04972,0.106087&z=13&source=embed>

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3 CITY PLANNING COMMISSION REGULAR MEETING THURS, FEB 27

Thu Feb 20, 2014 8:48 pm (PST) . Posted by: [asncaalert](#)

To view the document online please visit: http://ens.lacity.org/pln/cityplnagenda/plncityplnagenda28586265_02272014.pdf http://ens.lacity.org/pln/cityplnagenda/plncityplnagenda28586265_02272014.pdf

Información en Español acerca de esta junta puede ser obtenida llamando al (213) 978-1300

CITY PLANNING COMMISSION
REGULAR MEETING
THURSDAY, FEBRUARY 27, 2014, after 8:30 a.m.
VAN NUYS CITY HALL, COUNCIL CHAMBER 2ND FLOOR
14410 SYLVAN STREET, VAN NUYS, CALIFORNIA 91401

Renee Dake Wilson, AIA, President
Dana Perlman, Vice President
Robert L. Ahn, Commissioner
David H. Ambroz, Commissioner
Maria Cabildo, Commissioner
Caroline Choe, Commissioner
Richard Katz, Commissioner
John W. Mack, Commissioner
Marta Segura, Commissioner

Michael J. LoGrande, Director
Alan Bell, AICP, Deputy Director
Lisa M. Webber, AICP, Deputy Director
Vacant, Deputy Director
James K. Williams, Commission Executive Assistant II

POLICY FOR DESIGNATED PUBLIC HEARING ITEMS No(s) 6.

Pursuant to the Commission=s general operating procedures, the Commission at times must necessarily limit the speaking times of those presenting testimony on either side of an issue that is designated as a public hearing item. In all instances, however, equal time is allowed for presentation of pros and cons of matters to be acted upon. All requests to address the Commission on public hearing items must be submitted prior to the Commission=s consideration of the item. EVERY PERSON WISHING TO ADDRESS THE COMMISSION MUST COMPLETE A SPEAKER=S REQUEST FORM AND SUBMIT IT TO THE COMMISSION STAFF.

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5. CPC-2013-2547-CU Council District: 14 – Huizar
CEQA: ENV-2013-2548-MND Expiration Date: 2-27-14
Plan Area: Northeast Los Angeles Appeal Status: Appealable to City Council
PUBLIC HEARING – Completed on January 7, 2014
Location: 5540 ALHAMBRA AVENUE
Proposed Project:

The continued use and operation of an existing unpermitted recycling buyback center operating Monday through Saturday from 8:00 a.m. to 5:30 p.m., and Sunday from 10:00 a.m. to 2:00 p.m. The property is an approximately 5,300 square foot lot utilized by an adjacent woodwork manufacturing business, in the MR1-1VL (Restricted Industrial) Zone.

The Recycling Buyback Center will include three metal containers for the depositing of glass, cans, and plastic, sorting areas, trash containers, employee kiosk, and weighing area, within 990 square feet.

Requested Actions:

1. Pursuant to 12.24 U 22(a) of the Municipal Code, a Conditional Use to permit a Recycling Buyback Center on a property classified in the MR1 zone with two modified performance standards to a) locate the project within 1,000 feet of an A, R, C, P, PB, MR, or M1 zone or use and b) enclose the site by a 6-foot high wood fence in lieu of a concrete block or masonry wall.
2. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, consideration of Mitigated Negative Declaration No. ENV-2013-2548-MND for the above referenced project.

Applicant: Saving Earth Recycling Centers

Representative: Sean Nguyen, EZ Permits, LLC

Recommended Actions:

1. Approve a Conditional Use to permit a Recycling Buyback Center on a property classified in the MR1 zone with two modified performance standards to a) locate the project within 1,000 feet of an A, R, C, P, PB, MR, or M1 zone or use and b) enclose the site by a 6-foot high wood fence in lieu of a concrete block or masonry wall.
2. Adopt Mitigated Negative Declaration No. ENV-2013-2548-MND.
3. Adopt the Findings.
4. Advise the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.

Staff: Michelle Singh (213) 978-1166

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